

ODD FELLOWS HALL

HONOLULU.
WEDNESDAY NIGHT, OCTOBER 4.

Dr. Frederic Bell

AMERICA'S SONG LECTURER.
Will Deliver His Thrilling and Startling Lecture, Entitled

"Midnight Scenes in the Slums of New York City"

From four years' personal experience as Midnight Missionary.

The Doctor will sing five or six of the songs he used to sing in the dens and dance-houses at midnight.

SYNOPSIS OF LECTURE:

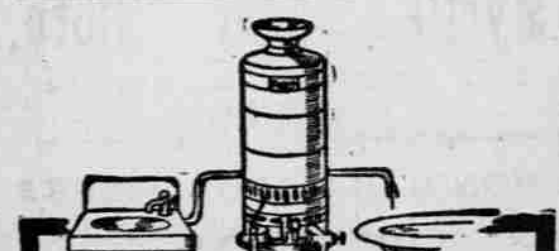
The Slums of New York graphically described.—How I became a Singing Preacher.—How to reach the masses.—The Power of Song.—A Short Life and a Merry One.—A Desperate Gang.—Kit Burn's Rat Pit.—The Old, Old Story, with variations.—A Motley Crowd.—A Midnight Supper.—How a tall young Preacher mistook his calling.—Is She God's Wife?—The Wickedest Man in New York Saved.—Can the Fallen Women of our large Cities be Reclaimed?—A Man Overboard.—The Problem Solved by Dr. Bell, &c., &c.

"Every seat in the Park Theater, from stage to top gallery, was occupied last evening, when Dr. Bell delivered a lecture on the subject, 'Midnight Scenes in the Slums of New York City.' He held his hearers nearly two hours with his dramatic discourse."—Boston Daily Globe.

General admission to all parts of the House, 25 cents.

Tickets for sale at Wall, Nichols Co. Lecture commences at 8 o'clock.

N. B.—Dr. Bell will also lecture on the 10th and 17th of October. See further notices.



RAPID BATH HEATERS

Can be installed anywhere. All they require is gas and water.
HOT WATER in plenty for toilet and bath at a second's notice when you have the Rapid.
Very economical—a bath for one cent—surely that is cheap enough.

Sold and installed by
BATH THE PLUMBER
Phone M. 61, 165 S. King St.

UNION GAS ENGINES

The UNION GAS ENGINE runs on Gasoline, Distillate, Naphtha, Benzene and Kerosene; but better than all is FUEL GAS.
Safe, clean, reliable and elements of danger eliminated. No storage of explosives required. Engines of all powers in stock from 1 horse-power to 150 horse-power.

Those desiring small power for lighting, pumping water or driving machinery of any description should investigate the Union Engines.
We equip oil or gasoline with necessary apparatus to operate with fuel gas.

FOR SALE

We have, for sale, a fine 1-2 cabin gasoline launch, 30 feet 6 inches in length, 6 feet 6 inches beam, a draught of 32 inches and an 8 h. p. engine.
CALL AT

Von Hamm-Young Co., Ltd.

AGENTS, HONOLULU.

ALL KINDS OF RUBBER GOODS

Goodyear Rubber Co.

R. H. PEASE, President,
San Francisco, Cal., U. S. A.

F. D. WICKE,

CONTRACTOR AND BUILDER.

Store Fittings a Specialty.
Repairing, Cabinet Work and Polishing.
1062 Alakea St., rear of Y. M. C. A.
Phone M. 447, residence Phone W. 1611.

We Have For Sale

IN LARGE OR SMALL LOTS
Merchantable Nor'west Lumber, including a small lot of 6x10 8oft. lengths.

—Also—

18 oz. Munze Metal Sheathing
1 1/4 inch Munze Metal Nails
No. 24 Gauge Corrugated Iron Ship's Felt.

Very low prices quoted on application.

AMERICAN-HAWAIIAN ENGINEERING & CONSTRUCTION CO., LTD.

508 Stangenwald Building.



As an indication of how passenger rates on the island steamers have been maintained since steamships were first brought here is shown in a paragraph appearing in the Pacific Commercial Advertiser of September 1860. For the steamship Kilauea the agents announced that the rate to Hilo by cabin would be \$15. It is the same now practically, or \$25 for the round trip. The Advertiser on August 1, 1860, also gives the following statement as to the time made by the Kilauea between Hilo and Honolulu:

"The following is the time made by the steamer during her trip to Hilo: From Honolulu to Lahaina, fourteen hours; thence to Makee's Landing, two and a-half hours, and thence to Hilo, twenty-seven hours. In returning from Hilo to Kohala Point, six hours; from Kohala to Makee's Landing, four hours; thence to Lahaina, two and a-half hours, and from Lahaina to Honolulu, eight hours."

MIDWAY ISLAND LIGHTS AND HARBOR BUOYS.

Honolulu, T. H., Sept. 30, 1905.
The following affects the List of Lights, Buoys and Daymarks, Pacific Coast, 1905:

MIDWAY ISLANDS.

Observation Spot Light Station (List of Lights, Buoys and Daymarks, Twelfth Lighthouse Subdistrict, 1905, page 15).—Located on a sand dune at center and highest point of northerly end of Sand Island, one of the two Midway Islands in the Pacific Ocean, on the site known as Observation Spot. September 22, 1905, a fixed white lens-lantern light was established at this station. The light is 73 feet above the sea, 33 feet above the base of the structure from which it is shown, and illuminates the entire horizon.

The approximate geographic position of the light, as taken from Chart No. 1551, United States Hydrographic Office, is: latitude, north 28° 13' (15°); longitude, west 177° 21' (30°).

The structure is a white mast 32 feet high, from which a lens-lantern is shown and at the base of which is a white service room, 10 feet by 12 feet, with red roof and lead color trimmings.

This structure is not to be confused with the Welles Harbor Range Rear Day Beacon, which is separate and close by.

The following affects the List of Lights, Buoys and Daymarks, Twelfth Lighthouse Subdistrict, 1905:

Welles Harbor, page 15.—The Hook Buoy, a P. S. iron spar, territorial type, was established September 23, in 35 feet of water, about 1-16th mile to the northward and westward of the westerly point of The Hook, and on the range line marked by the Welles Harbor Range Day Beacons.

Observation Spot S. 75° E.
Seward Roads Range Front
Day Beacon S. 42° E.
Middle Black Rock S. 35° W.
Black Rock near entrance S. 67° W.
By order of the Lighthouse Board,
A. P. NIBLACK,
Lieut.-Comdr. U. S. N.,
Assistant to the Inspector of the Twelfth Lighthouse District.

AMERICA MARU.

The Japan Gazette of September 22, says of the America Maru which sailed from Yokohama October 1:

The America Maru, one of the most popular steamers that have plied between San Francisco and Oriental ports, has been released by the Japanese Government. This vessel, which belongs to the Toyo Kisen Kaisha, has been completely overhauled and repainted and her present appearance gives no evidence of the efficient service performed in the late war.

This steamer will now resume regular service. Leaving this port for Kobe she will begin her homeward voyage, sailing from Yokohama for San Francisco on September 30. On her arrival at San Francisco, she will be entered in the regular schedule, thus giving to the residents in the Orient one more mail steamer from San Francisco.

The America Maru will have her old time Master, Captain Philip Going, who is widely and favorably known to the traveling public.

The purser of this steamer will be the well-known and popular Mr. C. Lacey Goodrich, formerly purser of the Nippon Maru.

Mr. Ernest Bent, the efficient first officer of this steamer, is an old employee of the Toyo Kisen Kaisha. We congratulate the company on its fine staff of officers and wish the old favorite, the America Maru, good luck and business galore in the future.

STANLEY DOLLAR SOLD.

The American steamer Stanley Dollar, which lies wrecked on a sunken rock off Katsura, Chiba-ken, was sold publicly at Jno. W. Hall's auction rooms on Wednesday. The hull was purchased by Mr. Sasao for Y27,250, and the cargo by Mr. Toyama for

Y13,500. The raising of the vessel has been entrusted to the Yamashina Marine Engineering Works, of Tokyo.—Japan Gazette.

THE PRIZE STEAMERS.

During the war the Japanese navy captured over 50 steamers, the aggregate tonnage of which is over 162,000. Some of them will be employed by the Government henceforth, but the majority will, it is said, be sold to the public in order to obtain a financial benefit for the post bellum enterprises. Supposing that 1000 tons are worth Y100,000 the sum of about Y16,200,000 may be realized by disposing of all the prize vessels.—Japan Gazette.

RELEASE OF TRANSPORTS.

The Japanese naval and military transports will be gradually released owing to the conclusion of peace, but over 20 steamers employed by the army will not be discharged until May or June next, when the homeward transportation of troops is expected to be concluded. Two T. K. K., four N. Y. K. and two O. S. K. steamers, which are still employed by the navy as auxiliary cruisers, will be returned to their respective companies ere long. On their discharge these vessels will soon resume the former services and over 3000 seamen are ready at the seamen's relief society at various ports.—Japan Gazette.

MAY BE LIBELED.

The schooner Concord is likely to be respondent in a libel suit very soon, as a result of an occurrence off the harbor recently, when she ran into a Japanese fishing boat and smashed it up, half drowning the occupant and inflicting severe injuries, as a result of which he has had to go to the hospital. His tackle, fishing apparatus and other property were all lost, and he is absolutely penniless.

According to his story, the captain of the Concord at first agreed to give him some compensation, but later decided not to do so, and told the Japanese that the Concord was not liable. The Japanese, on the other hand, is advised that she is, and it is said that arrangements have been made for the commencement of a suit. Under certain rules suits may be begun in the federal court as in the territorial courts, without payment of costs, this being allowed to prevent injustices which might result when some person is, like this Japanese, an absolute pauper, unable to ask for his rights.—Hawaii Shippo.

OREGON IS OUTDONE.

ST. PAUL, September 20.—The Great Northern Steamship Company made public a statement today showing that the world-famous run of the battleship Oregon from the North Pacific to the North Atlantic during the Spanish war has been outdone by the Great Northern Company's steamship Dakota. The Dakota ran from New York to Seattle, making her first stop at Coronel, Chile, and another at San Francisco.

The Oregon, on her trip from Puget Sound to Cuba, made within 369 knots of the steaming distance of the Dakota. The Oregon made several stops—San Francisco, Callao, Port Tamara, Rio Janeiro, Bahal and Barbadoes. This, with a detour to avoid Spanish ships, increased the Oregon's mileage. She went through the Straits of Magellan, whereas the Dakota went around the Horn.

The Dakota put in at Coronel for coal and at San Francisco to discharge cargo, but did not stop an hour owing to defects. From New York to Coronel, for thirty days, the propeller went 2,760,000 revolutions without a stop.

TOYO KISEN KAISHA.

The Toyo Kisen Kaisha held a regular general meeting yesterday afternoon at the Nihonbashi Club, Tokio, when the business report was presented by the President, Mr. Asano. The accounts were also placed before the meeting for the first half year of the current year, as follows:

Profit Y210,687.556
Brought forward from last account 60,899.554
Total Y231,587.510
To be apportioned to:
Reserve Y12,000.000
Dividend to shareholders (12 per cent. per annum) 195,000.000
Carried to next account 24,587.510
—Japan Gazette.

Nelson and Britt succeeded in establishing a ring record. They aired all the scandal before instead of after.

MONTHLY METEOROLOGICAL SUMMARY

Station, Honolulu, T. H.; Month, September, 1905.

Date	Max.	Min.	Mean	Precip.	Character
1.....	81	70	75	.01	Cloudy
2.....	82	72	78	...	Clear
3.....	83	70	76	...	Clear
4.....	82	70	76	.29	Cloudy
5.....	83	74	78	...	Clear
6.....	82	73	78	...	Clear
7.....	81	72	77	.15	Cloudy
8.....	82	74	78	.03	Cloudy
9.....	84	73	78	.16	Cloudy
10.....	83	72	78	.21	Pt. Clody
11.....	84	74	79	...	Clear
12.....	82	70	76	...	Clear
13.....	84	73	78	...	Pt. Clody
14.....	81	72	77	.01	Pt. Clody
15.....	82	74	78	.62	Clear
16.....	82	71	76	.01	Pt. Clody
17.....	79	72	76	.30	Pt. Clody
18.....	81	74	78	...	Clear
19.....	81	72	76	.01	Pt. Clody
20.....	81	69	75	.08	Pt. Clody
21.....	81	72	76	...	Clear
22.....	80	68	74	.24	Cloudy
23.....	81	71	76	.07	Pt. Clody
24.....	81	71	76	.04	Pt. Clody
25.....	83	73	78	...	Clear
26.....	80	70	75	.08	Pt. Clody
27.....	80	70	75	.08	Pt. Clody
28.....	83	73	78	.01	Clear
29.....	83	73	78	.01	Clear
30.....	80	70	75	.11	Pt. Clody

Mean, 81.7; 71.8; 76.8

Note.—"T" indicates trace of precipitation. "In inches and hundredths.

ATMOSPHERIC PRESSURE.

(Reduced to sea level; inches and hundredths.)
Mean, 29.99; highest, 30.07; date, 26th; lowest, 29.91; date, 9th.

TEMPERATURE.

Highest, 84; date, 11th; lowest, 68; date, 22nd.

Greatest daily range, 13; date, 3rd. Least daily range, 7; date, 18th. Mean for this month in 1890, 78; 1891, 80; 1892, 79; 1893, 77; 1894, 77; 1895, 77; 1896, 79; 1897, 78; 1898, 77; 1899, 78; 1900, 80; 1901, 78; 1902, 78; 1903, 78; 1904, 78; 1905, 77.

Mean of this month for 16 years, 78. Absolute maximum for this month for 16 years, 88. Absolute minimum for this month for 16 years, 65.

Average daily excess of this month as compared with mean of 16 years, 1.3. Accumulated excess since January 1, 432.

Average daily excess since January 1, 1.6.

PRECIPITATION.

Total this month, 1.82.

Greatest precipitation in 24 hours, 0.36, date 9th and 10th. Total precipitation this month in 1877, 1.12; 1878, 0.62; 1879, 0.65; 1880, 1.22; 1881, 1.56; 1882, 1.04; 1883, 0.36; 1884, 0.54; 1885, 2.31; 1886, 2.91; 1887, 0.72; 1888, 2.95; 1889, 1.52; 1890, 0.69; 1891, 1.06; 1892, 0.85; 1893, 1.29; 1894, 0.77; 1904, 1.40; 1905, 1.82.

Average of this month for 20 years, 1.27. Excess of this month as compared with average of 20 years, 0.55. Accumulated excess since January 1, 9.98.

WIND.

Prevailing direction N.E. (68%) total movement, 6400 miles; average hourly velocity, 8.9; maximum velocity (for five minutes) 28 miles per hour, from the northeast on the 15th.

WEATHER.

Number of clear days, 12; partly cloudy, 12; cloudy, 6; on which .01 inch, or more, of precipitation occurred, 20.

MISCELLANEOUS PHENOMENA.

(dates of).
Auroras, none; halos: solar, none; lunar, 8th, 10th.
Hail, none; sleet, none; fog, none. Thunderstorms, none.

ALEX. McC. ASHLEY,
Section Director, Weather Bureau.

Notice.

G. A. R. Smith late of G. A. Miller's, announces to the public that he has bought out the Bakery Department of Mr. Miller, and will open a Bakery on Fort street, opposite the Catholic Convent, known as the

Vienna Bakery

Mr. Smith will be ready on Monday, October 2, 1905, to serve the public at large with the finest of Bread, Cakes and Pies.

Nothing but the best of material will be used. Only white labor employed. The place will always be open for inspection.

WEDDING, RECEPTION AND BIRTHDAY CAKES A SPECIALTY.

NOTICE.

The dining room and cafe of the HAWAIIAN HOTEL ANNEX, at Waikiki, is closed for the present. The bath house, however, is still open and bathing suits can be had at any time.

THE MANAGEMENT.

NOTICE.

Notice is hereby given that the undersigned co-partners doing business under the firm name and style of Wing Hop Company, sold all their respective interests in said firm of Wing Hop Company to Chang Wing Hong on the 1st day of November, 1904.

C. KAM SUT,
CHUN KANO,
CHONG KWONG,
NG TIN,
CHUN CHIN.
Dated Honolulu, September 29, 1905.
7222

Sunday
Advertiser

BY AUTHORITY.

FOR PRINTING VOL. XVII, HAWAIIAN REPORTS.

Tenders will be received by the undersigned in the Clerk's Office in the Judiciary Department, in Honolulu, up to 12 o'clock noon of Friday, October 6, 1905, for printing and binding Vol. XVII of the Hawaiian Supreme Court Reports in accordance with specifications which may be obtained on application to

HENRY SMITH,
Clerk, Judiciary Department.

N THE DISTRICT COURT OF THE UNITED STATES FOR THE TERRITORY OF HAWAII.

The United States of America, Plaintiff and Petitioner, vs Chun Afong, Julia H. Afong, et als, Defendants and Respondents. Action brought in said District Court and the Petition filed in the office of the Clerk of said District Court in Honolulu.

The President of the United States of America, Greeting:

To CHUN AFONG; JULIA H. AFONG; EMMELINE M. MAGOON; JOHN A. MAGOON, husband of said EMMELINE M. MAGOON; CHUN T. AFONG; NANCY McSTOCKER; FRANK B. McSTOCKER, husband of said NANCY McSTOCKER; JULIA JOHNSTONE; ARTHUR H. JOHNSTONE, husband of said JULIA JOHNSTONE; HENRIETTA WHITING; WILLIAM H. WHITING, husband of said HENRIETTA WHITING; MARIK K. HUMPHREYS; ABRAM S. HUMPHREYS, husband of said MARIK K. HUMPHREYS; ELIZABETH BURNS; I. R. BURNS, husband of said ELIZABETH BURNS; HELEN G. HENSHALL; CAROLINE B. RIGGS; J. M. RIGGS, husband of said CAROLINE B. RIGGS; MARTHA M. DOUGHERTY; ANDREW J. DOUGHERTY, husband of said MARTHA M. DOUGHERTY; ALICE HUTCHINSON; MARY C. AFONG; ALBERT F. AFONG; ABRAM H. AFONG; MELAINE B. BREWSTER; JAMES W. W. BREWSTER, husband of said MELAINE B. BREWSTER; HENRY AFONG; LEE HONG; CHUN LUN; CHUN SIN; S. M. DAMON, Trustee; W. F. ALLEN, Trustee; KIMO PII (sometimes called JAMES PII); KAMALIE, wife of said KIMO PII; M. ECKKART, M. KUKU-ANAO, HACKFELD & COMPANY, LIMITED, a Hawaiian Corporation; MIRIAM PURPLE, HENRY RED, JANE GREEN, HORACE BLACK and GEORGE WHITE, unknown heirs of and of KAHIAE, Deceased; PETER BLUE, CATHERINE YELLOW, HENRY BROWN, LYDIA SCARLET and JOHN VIOLET, unknown heirs at law of KAMALIE, Deceased, Defendants and Respondents.

You are hereby directed to appear and answer the Petition in an action entitled as above, brought against you in the District Court of the United States, in and for the Territory of Hawaii, within twenty days from and after service upon you of a certified copy of the Plaintiff's Petition herein, together with a certified copy of this summons.

And you are hereby notified that unless you appear and answer as above required, the said Plaintiff will apply to the Court for the relief demanded in the Petition herein.

WITNESS, the HONORABLE SANFORD B. DOLE, Judge of said District Court, this 1st day of July in the year of our Lord one thousand nine hundred and five and of the Independence of the United States the one hundred and twenty-ninth.

W. B. MALING,
Clerk.

A true copy of Summons.
Attest:—W. B. MALING, Clerk.
By F. L. HATCH, Deputy Clerk.
7165

IN THE CIRCUIT COURT OF THE FIRST CIRCUIT, TERRITORY OF HAWAII. AT CHAMBERS—IN PROBATE.

In the Matter of the Estate of Samuel Malakialli Pedro, Late of Honolulu, Oahu, Deceased. Order of Notice of Hearing Petition for Administration.

On reading and filing the Petition of Thomas Pedro of Honolulu, a brother, alleging that Samuel M. Pedro of Honolulu, Oahu, died intestate at Honolulu, Oahu, on the 26th day of May, A. D. 1904, leaving property in the Hawaiian Islands necessary to be administered upon, and praying that Letters of Administration issue to Charles F. Peterson.

It is ordered that Monday, the 30th day of October, A. D. 1905, at 10 o'clock a. m., be and hereby is appointed for hearing said Petition in the Court Room of this Court at Honolulu, at which time and place all persons concerned may appear and show cause, if any they have, why said Petition should not be granted, and that notice of this order be published in the English language, once a week, for three successive weeks in the Pacific Commercial Advertiser newspaper in Honolulu.

Dated at Honolulu, September 25, 1905.

W. J. ROBINSON,
Third Judge of the Circuit Court of the First Circuit.
Attest:
M. P. SIMONTON,
Clerk of the Circuit Court of the First Circuit.
7215—Sept. 26, Oct. 3, 10, 17.

NOTICE.

On and after Monday, October 2, 1905, the rates for Inter-Island Telegraph Company, Ltd., messages will be 15 cents per word; minimum charge for message, \$1.50.

By order of the Board of Directors.
J. M. RIGGS,
Treasurer.

COMMISSIONER'S SALE

OF
VALUABLE LEASEHOLD
AT WAIKIKI
Known as the Hotel Annex.

In accordance with the terms of a certain Decree of Foreclosure made and entered in the Circuit Court of the First Judicial Circuit, Territory of Hawaii, on the 19th day of September, 1905, by the Honorable W. J. Robinson, Third Judge of said court, in a matter then pending before said Judge where-in George W. Macfarlane was Petitioner, and the Waikiki Seaside Hotel, Limited, was Respondent. Notice is hereby given that the undersigned Commissioner will on

SATURDAY, the 7th day of
October, 1905,

AT 12 O'CLOCK NOON,